



# Local Public Road Activity: Frequently Asked Questions

## About GDOT's road network data collection

The Official Code of Georgia Annotated (O.C.G.A.) § 32-4-2 requires the Georgia Department of Transportation (GDOT) to maintain a record of all public roads within the state. GDOT uses a centralized, office-based data collection process that relies upon an electronic mapping system.

GDOT fosters relationships with local governments to share and reconcile local road data. Goals of this collaborative effort include electronically maintaining accurate road data for the State of Georgia and for relevant federal mandates. Local governments comply with state code and assist GDOT with the centerline mapping system by participating in the Local Road Activity process.

## What are the local government's responsibilities concerning their public roads?

In accordance with O.C.G.A. § 32-4-41 and § 32-4-91, each county and city government will:

- Plan, designate, improve, manage, control, construct, and maintain an adequate road system.
- Control, administer, and account for funds received for their road systems and other activities relating to local roads.
- Keep a copy of their county's GDOT-prepared transportation map available for the public to view.
- Notify GDOT within 90 days of adding, modifying, or abandoning a local public road.

**For More Information  
Visit**

**[www.dot.ga.gov/PS/Local](http://www.dot.ga.gov/PS/Local)**

## What is the process for informing GDOT of changes to local public road networks?

Within 90 days of adding, modifying, or abandoning a local public road, the local government informs the GDOT Office of Transportation Data of road network changes by submitting the following documents:

1. The completed [GDOT Notification of Local Road Activity Report form](#).
2. A map or plat depicting the location and alignment of the said local public road.
3. The meeting minutes wherein said local public road network change was accepted.

The Office of Transportation Data then updates the road data in their road characteristics database.



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## Which local public road activities should local governments report to GDOT?

- Abandoning a road
- Lengthening or shortening a road
- New road constructions
- Paving of previously unpaved roads
- Re-naming a road
- Transferring ownership of a road
- Widening a road

## What are the benefits of accurate local public road data?

- GDOT uses the public road centerline data to publish maps for each Georgia county and city.
- Annually, GDOT reports public road data to the Federal Highway Administration (FHWA).
- The FHWA uses the public road data to report to Congress and to establish the federal funding apportionment the state receives annually. These federal funds account for approximately one-third of GDOT's annual budget.
- Annually, local road centerline mileage is factored into the formula used for the Local Maintenance and Improvement Grant program and for the regions of the state that have voted to implement a one percent regional sales tax under the Transportation Investment Act.

## When reporting roadway updates, what file formats can be submitted to GDOT?

The following file formats can be submitted to the GDOT Office of Transportation Data, listed in the order of preference:

- |                                    |                          |
|------------------------------------|--------------------------|
| 1. Shapefiles or geodatabase files | 5. Google Earth files    |
| 2. MicroStation files              | 6. Adobe Acrobat files   |
| 3. AutoCAD files                   | 7. Microsoft Excel files |
| 4. Plats                           | 8. Microsoft Word files  |

Term	Definition
Public Road	Federal regulation 23 C.F.R. § 460.2 defines a public road as any road open to public travel, which “means that the road section is available, except during scheduled periods, extreme weather or emergency conditions, passable by four-wheel standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration. Toll plazas of public toll roads are not considered restrictive gates.”